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1. A reorganization of the Main Aviation Institute (Główna Instytucja Lotnictwa) (GIL) took place in June 1952. According to Lt. Col. (fnu) Pojda, a representative of the Ministry of National Defense, the institute has not accomplished anything to date. The former director of GIL, (fnu) Romicki, was discharged and replaced by (fnu) Markiewicz. The latter is a 38-year-old technician who was employed in a State Aviation Plant (Państwowe Zakłady Lotnicze) (PZL) prior to World War II. In 1946 he was connected with the Air Studies Center (Centralny Studium Samolotow) and then became secretary of the Polish Engineers and Mechanics Association (Stowarzyszenie Inżynierow i Mechanikow Polskich) (SIIMP). In March 1952 he was transferred from SIIMP to the Vehicle Construction Control Bureau (Biuro Kontroli Budowy Samochodow) (BKBS).

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2. Two new construction bureaus, an airframe (biuro płatowcowe) and an engine bureau, were established in the Main Aviation Institute in August 1952. The airframe bureau is under the direction of (fnu) Soltysk who was recently transferred from the Railway Equipment Plant (Wytownia Sprzetu Kolejowego) (WSK).¹ At present, his task is the reconstruction of the Junker-type aircraft with the purpose of concealing the chassis (sic). The engine bureau is under the supervision of (fnu) Markiewicz. Markiewicz formerly worked for the Kalisz division of the WSK. The bureau of engines is presently working on a 600 HP engine with an air compressor and reduction apparatus (300 revolutions per minute). This engine weighs 50 kg. less than the Leonidas-type engine. The engine is to be adapted to helicopters. The recommendation for the establishment of the new airframe and engine bureaus originated with General (fnu) Torochov and Lt. Col. (fnu) Silvanow of the Polish Air Force Command (Dowództwo Wojsk Lotniczych). The third construction bureau of the Main Aviation Institute was in existence prior to the reorganization of the institute. This bureau, upon orders from the Air Force Command, is presently engaged in making plans for two helicopters, one for an ASZ-21 engine of 800 HP and the second for a 600 HP engine constructed by Markiewicz.² The third construction bureau of GIL is supervised by (fnu) Chylinski and (fnu) Zurekowski.

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1. [] Comment. [] a. (fnu) Soltyk who was director of the aircraft designing center at ulica Zagajnikow 56, Lodz. He designed an engine which the Soviet Union has prohibited Poland to manufacture. 25X1

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2. [] Comment. The ASZ-21 engine (sic) is no longer produced in the U.S.S.R.

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